3.2 POPULATION, HOUSING, AND EMPLOYMENT

INTRODUCTION

This section describes the current population, housing, and employment of the SCAG region, identifies potential impacts of the 2004 RTP on these three factors, includes mitigation measures for the impacts, and evaluates the residual impacts.

REGIONAL SETTING

The SCAG region is the second most populous metropolitan region in the nation after the New York City region. The U.S. Census reported the 2000 population of the 188 cities and six counties that make up the SCAG region was 16,516,006. The California State Department of Finance estimates that the region now has 17,439,156 people.[1] About 6% of the national population, or 1 in 17 people, live in the SCAG region. Table 3.2-1 shows the total population of the region, by decade, and the region's percentage of the total national population. Between 1990 and 2000, the consolidated metropolitan statistical area (CMSA) of the region added more people than any other CMSA in the country, as shown in Table 3.2-2.

Table 3.2-1: SCAG Population and Share of U.S. Population, 1900-2000

Decade	Population	Share of U.S. Population
1900	250,187	0.3%
1910	661,907	0.7%
1920	1,193,705	1.1%
1930	2,657,969	2.2%
1940	3,312,460	2.5%
1950	4,997,221	3.3%
1960	7,823,721	4.4%
1970	10,055,351	4.9%
1980	11,589,678	5.1%
1990	14,640,832	5.9%
2000	16,516,006	5.9%

Source: U.S. Census

The region added almost 1.9 million people between 1990 and 2000. The ring of counties around Los Angeles posted large decade-to-decade growth rates. Riverside County grew 32% to 1.6 million people, San Bernardino County 20.5% to 1.7 million and Orange County 18.1% to 2.8 million. All outstripped growth rates in Los Angeles County — up 7.4% to 9.5 million people.

[1] State of California, Department of Finance. (2003, May). *E-5 city/county population and housing estimates, 2003, revised 2002 and revised 2001, with 2000 DRU benchmark.* Sacramento, CA: Author.

Table 3.2-2: Population Growth in the 10 Largest Consolidated Metropolitan Statistical Areas, 1990-2000

Consolidated Metropolitan Statistical Area	Population Growth, 1990-2000	National Rank in Total Population
Los Angeles	1,842,116	2
New York	1,650,216	1
Dallas	1,184,519	9
Houston	938,440	10
Chicago	917,720	3
Washington, DC	881,020	4
San Francisco	786,051	5
Boston	363,697	7
Philadelphia	295,526	6
Detroit	269,257	8

Source: U.S. Census.

Despite its modest rate of growth, more people were added in Los Angeles County than any other county in the region, nearly 650,000. The California Department of Finance estimates that the SCAG region has continued to grow since the 2000 Census, adding another 900,000 people between April 1, 2000, and July 1, 2003. Table 3.2-3 shows population figures for the SCAG counties in 1990, 2000, and 2003, as well as the absolute increase and percentage increase in population from 1990 to 2003.

Table 3.2-3: Population Growth for SCAG Counties, 1990 - 2003

County	1990 Total Population	2000 Total Population	2003 Population Estimate	1990-2003 Population Increase	1990-2003 Percentage Increase
Imperial	109,303	142,361	150,909	41,606	38%
Los Angeles	8,863,164	9,519,338	9,979,618	1,116,454	13%
Orange	2,410,556	2,846,289	2,978,816	568,260	24%
Riverside	1,170,413	1,545,387	1,705,537	535,124	46%
San Bernardino	1,418,380	1,709,434	1,832,966	414,586	29%
Ventura	669,016	753,197	791,310	122,294	18%
SCAG Region	14,640,832	16,516,006	17,439,156	2,798,324	19%

Source: 1990 and 2000 Census. State of California, Department of Finance, E-5 City/County Population and Housing Estimates, 2003, Revised 2002 and Revised 2001, with 2000 DRU Benchmark. Sacramento, California, May 2003.

Population growth resulted from large net increases in three population groups: aging Baby Boomers, their young children (the “Echo-boomers”), and immigrants, mostly from Mexico, Central America, and Southeast Asia. Births to current residents of the region accounted for most of the population gain in the region as births outnumbered deaths for two-thirds of the population gain, while immigration accounted for the rest.

Ethnic Composition

The population of the SCAG region is very diverse, with no ethnic majority. The rise and shift in population make-up in Southern California has been due to an increase of Hispanic and Asian

population relative to White and African-American populations during the last decade. Increasing birth rates among Hispanics rather than an influx of new immigrants caused much of the increase. A Hispanic population plurality of 41% emerged by 2000 as a result of a sizable population increase in this ethnic group. The next largest population groups were a shrinking White population at 39%, Asians at 14%, and African-Americans at 7%. Table 3.2-4 compares the ethnic composition of the SCAG region from 1990 to 2000.

Table 3.2-4: Ethnic Composition Comparison for SCAG Counties, 1990-2000

County	Hispanic	White	Asian/Pacific Islander	African-American	Native American	Other*
Imperial						
1990	71,365	32,016	1,752	2,573	1,527	70
2000	102,817	28,768	2,446	5,148	1,736	1,446
% increase	44%	-10%	40%	100%	14%	1966%
Los Angeles						
1990	3,306,116	3,634,722	924,291	946,862	30,165	21,008
2000	4,242,213	2,959,614	1,124,569	901,472	25,609	265,861
% increase	28%	-19%	22%	-5%	-15%	1166%
Orange						
1990	556,957	1,557,956	244,407	38,825	9,534	2,877
2000	875,579	1,458,978	383,810	42,639	8,414	76,869
% increase	57%	-6%	57%	10%	-12%	2572%
Riverside						
1990	302,286	757,709	39,162	60,063	8,965	2,228
2000	559,575	788,831	55,199	92,403	10,135	39,244
% increase	85%	4%	41%	54%	13%	1661%
San Bernardino						
1990	373,632	864,830	55,710	110,352	10,837	3,019
2000	669,387	752,222	78,154	150,201	9,804	49,666
% increase	79%	-13%	40%	36%	-10%	1545%
Ventura						
1990	175,414	442,015	32,570	14,884	3,478	655
2000	251,734	427,449	39,452	13,490	3,177	17,895
% increase	44%	-3%	21%	-9%	-9%	2632%
Region						
1990	4,785,770	7,289,248	1,297,892	1,173,559	64,506	29,857
2000	6,701,305	6,415,862	1,683,630	1,205,353	58,875	450,981
% increase	40%	-12%	30%	3%	-9%	1410%

Note: These increases partially result from changes in ethnic classification between the 1990 and 2000 Census.
Source: 1990 and 2000 U.S. Census.

Age Distribution

The Baby-Boom population in the SCAG region is aging and is beginning to retire. The percentage of people considered the working age population (ages 20-64) is decreasing in every county except in Imperial County and has shrunk for the region overall as well. Table 3.2-5 compares the age distribution of the SCAG Counties between 1990 and 2000.

Table 3.2-5: Age Distribution of the SCAG Counties, 1990 and 2000

County	Age Category	% Population 1990	% Population 2000
Imperial	Under 19	37.6	34.6
	Age 20-64	52.2	55.4
	Over 65	10.2	10.0
Los Angeles	Under 19	29.4	31.0
	Age 20-64	60.9	59.3
	Over 65	9.7	9.7
Orange	Under 19	27.6	29.7
	Age 20-64	63.2	60.4
	Over 65	9.2	9.9
Riverside	Under 19	31.2	33.3
	Age 20-64	55.6	54.0
	Over 65	13.2	12.7
San Bernardino	Under 19	33.9	35.5
	Age 20-64	57.3	56.0
	Over 65	8.8	8.6
Ventura	Under 19	30.5	31.3
	Age 20-64	60.1	58.6
	Over 65	9.4	10.2
SCAG Region	Under 19	29.8	31.5
	Age 20-64	60.4	58.6
	Over 65	9.8	9.9

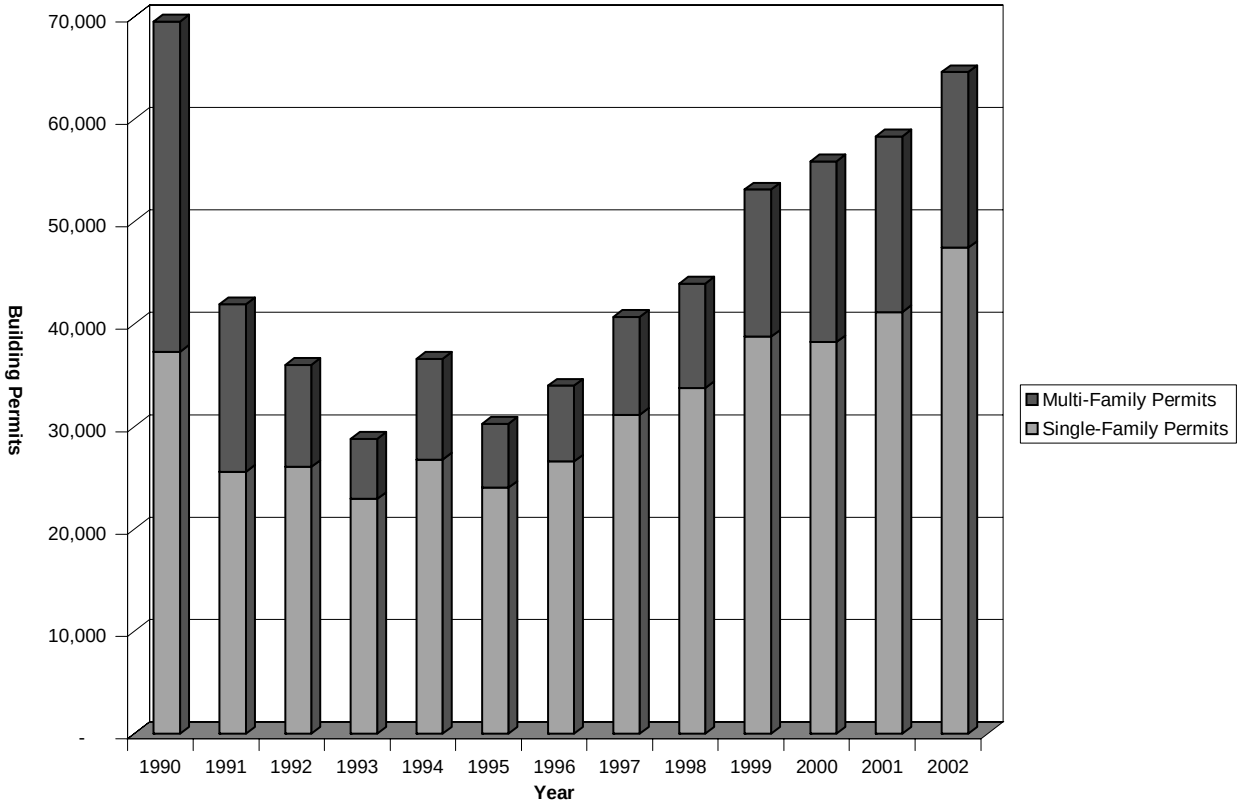
Source: 1990 and 2000 Census.

The percentage of the population over age 65 is expected to increase as more and more Baby Boomers reach retirement age. With the percentage of the population 19 and younger also increasing, the percentage of working age people will decrease. The dependent age populations may cause an increase in the demand for services such as health care, transit, and education.

Housing

The 2000 census counted 5.7 million housing units in the region, an increase of 400,000 units, or 6.5%, in the 1990s. Residential permit issuance in the region lagged well behind its population growth. However, permit issuance, despite the recent year to year losses in employment, increased 55% between 1998 and 2002, rising from 43,975 units annually to 68,157 in 2002 (see Table 3.2-6). The last year that building activity approached this level was 1990. In the 1998-2002 period, multifamily development doubled while single family permit levels rose by 40%.

Table 3.2-6: Building Permits Issued in the SCAG Region: 1990-2002



Source: Building data for individual counties by month [Data file]. Burbank, CA: Construction Industry Research Board.

In contrast to the 1990s, the region's housing stock grew by almost 20% in the 1980s (872,000 units). Vacant units fell sharply during the 1990s as building permit issuance lagged both population and household growth. Vacancy rates dropped to severe deficit levels in most of the urban areas of the region, while housing inventories were high in outlying, urbanizing areas. Generally, vacancy levels are considered insufficient if there are less then 5% vacancies of rental units and less than 1.5% vacancies of owner units. Vacancies in each county are presented in Table 3.2-7. The housing stock in the region continues to age. Nearly 35% of the region's housing stock is now over 50 years old, making reinvestment, recycling, and historic preservation important issues in many communities.

Homeownership

Homeownership levels from 1990 to 2000 increased in all counties of the region. The homeownership rate still lags the national rate (66%) in Imperial, Los Angeles, Orange, and San Bernardino Counties. Only Riverside and Ventura Counties have homeownership rates that exceed the national average. Differences remain between ethnic groups and a wide gap in homeownership levels exists geographically between south Los Angeles County and the rest of the region, particularly the Inland Empire, which saw ownership levels increase. When

Table 3.2-7: Owner and Rental Vacancy Rates in the SCAG Region, 2000		
County	**Vacancy Rate (%)**	
	Owner	**Rental**
Imperial	1.4	4.9
Los Angeles	1.6	3.3
Orange	0.9	3.0
Riverside	2.5	7.2
San Bernardino	3.1	7.3
Ventura	0.9	2.8
Source: United States Census Bureau. (2000). *Summary file 1* [Data file]. Available from Census Bureau Web site, http://www.census.gov/		

comparing homeownership in the nine largest metropolitan regions in the nation, the region's homeownership rate of 55 percent in 2000 ranked 8th, above only the New York City region. Among the largest metropolitan regions, Southern California had the highest percentage of owner and renter households with housing cost greater than 30 percent of the household income. Table 3.2-8 displays the homeownership levels in the counties of the SCAG region.

Table 3.2-8: Homeownership Rates		
Region	**1990**	**2000**
Imperial County	57.6%	58.3%
Los Angeles	48.2%	49.7%
Orange County	60.1%	61.4%
Riverside County	67.4%	68.9%
San Bernardino County	63.3%	64.5%
Ventura County	65.5%	67.6%
California	53.8%	56.9%
United States	63.9%	66.2%
Source: Census 2000 Summary File 1, 1990 Census Summary Tape File 1.		

Housing Affordability

During the last decade, median home values in the state and most populous areas of the region have risen due to construction activity lagging population growth, low inventory and historically low interest rates. The average home price exceeds $325,000, more than double the national average. The percentage of the population that can afford an average priced home in different counties in the region is much lower than the national average but is generally higher (Orange County being the exception) than the California state average. This is displayed in Table 3.2-9.

Household Size

The average number of people per household increased by nearly 12% during the last decade. In contrast, new household formations -rose only 8.4% and the housing stock increased 6.5%.

Table 3.2-9: Affordability Index (Percentage of Residents Who Can Afford Average Price Home)			
Region	**1990**	**2000**	**2003**
US	50%	53%	56%
California	23%	31%	28%
Los Angeles County	20%	34%	29%
Orange County	22%	27%	23%
Riverside/San Bernardino Counties	38%	47%	45%
Ventura County	21%	32%	30%

Note: Data for Imperial County unavailable.
Source: California Association of Realtors.

Because the rate of population growth exceeded household growth, the average household size in the region increased from 2.98 in 1990 to 3.16 in 2000. The increase in household size was in contrast to a decade-to-decade drop in the number of people per household experienced by the nation overall. The rise in average household size was in both owner and renter groups. Table3.2-10 shows the average persons per household for the region. Contrary to the decreasing trend at the national level, the percentage of housing considered crowded increased in every county in the region from 1990 to 2000. Almost 20 percent of the households in the region lived in crowded housing in 2000, compared to only 6 percent for the nation.

Table 3.2-10: Average Persons per Household			
County	**1990**	**2000**	**2003**
Imperial	3.26	3.42	3.38
Los Angeles	2.91	3.14	3.09
Orange	2.87	3.06	3.06
Riverside	2.85	3.09	3.04
San Bernardino	2.97	3.17	3.26
Ventura	3.02	3.11	3.08
SCAG Region	2.98	3.16	3.15

Source: State Department of Finance. Table 1: E-5 Estimates

Employment

The SCAG region has almost seven million jobs and represents a market of more than $500 billion in personal income that ranks as the world's tenth largest economy. The region has a diversified economic base centered upon the largest port complex in the country, the nation's largest entertainment and tourism sector, the country's largest diversified manufacturing center, and participates in fast growing and high paying professional services, biotechnology, and design markets. Trade and goods movement, both waterborne and airborne, have been important engines of economic growth and change. Freight and industrial corridor development to support the transportation of goods has become an increasingly important feature of the regional economy that has been supported by an inland valley boom in industrial and warehouse growth.

In the past few years, the Inland Empire (Riverside and San Bernardino Counties) has led the state and region in job and housing growth.

During the 1990s, the region lost manufacturing jobs, particularly in aerospace, and gained jobs in the international trade, imports, and service sectors, particularly high paying new economy jobs and low paying restaurant and retail employment. Business services, direct international trade services, tourism, health services, motion pictures/television production, apparel and textile industries together grew by more than 500,000 jobs during the decade. Small and medium-size companies created the majority of these jobs. The total value of international trade through the Los Angeles Customs District more than doubled, from $130 billion to $285 billion. By the end of the 1990s, the region's economic base was much more diversified than it was at the beginning. However, Los Angeles County, the traditional job center of the region, still has not recovered all of the jobs it lost through recent recessions and has a lower job total today than it did in 1990. Table 3.2-11 shows the employment figures for the region.

Table 3.2-11: Total Wage and Salary Employment

County	Wage and Salary Employment		
	1990	2000	2002
Imperial	44,900	50,400	50,700
Los Angeles	4,149,500	4,079,800	4,041,500
Orange	1,179,000	1,396,500	1,410,700
Riverside/San Bernardino	735,200	1,010,100	1,078,700
Ventura	247,000	294,300	299,000
SCAG Region	6,355,600	6,831,100	6,880,600

Source: State of California, Employment Development Department, Labor Market Information. (2003, Aug. 25). *Industry employment & labor force - by annual average - March 2002 benchmark*. Sacramento: Author.

Unemployment

The 2002 unemployment rate (6.1%) in the region was higher than the national average (5.8%) but lower than the state average (6.7%). Unemployment rates ended lower in the region in 2000 (4.9%) than was the case in 1990 (5.6%). Imperial County's unemployment rate is one of the highest in the state. The unemployment rate is displayed in Table 3.2-12.

Table 3.2-12: Unemployment Rate in the SCAG Region

County	1990	2000	2002
Imperial	25.4%	26.3%	19.2%
Los Angeles	5.9%	5.3%	6.8%
Orange	3.5%	2.5%	4.1%
Riverside/San Bernardino	6.3%	5.1%	5.9%
Ventura	5.7%	4.5%	5.5%
SCAG Region	5.6%	4.9%	6.1%

Source: State of California, Employment Development Department, Labor Market Information. (2003, Aug. 25). *Industry employment & labor force - by annual average - March 2002 benchmark*. Sacramento: Author.

Income

Among the nine largest metropolitan regions in the nation, the SCAG region has the lowest average payroll per job. When comparing per capita income among the seventeen largest metropolitan regions in the nation, the region dropped from the fourth highest in 1970, to seventh highest in 1990, and sixteenth highest in 2002. Based on the 2000 Census, close to one in six persons of all ages and one in five children under eighteen in Southern California live in poverty. Unlike Southern California, many of the largest metropolitan regions made improvements in reducing poverty rates during the 1990s, particularly for children under eighteen.

The region lost ground to other major metropolitan areas in terms of both relative economic performance and competitiveness as measured by per capita, median, and poverty income levels. Median income dropped over the decade of the 1990s, falling from $47,760 in 1990 (after adjusting for year 2000 dollars) to $45,903, or a drop of 4%. Poverty levels also increased significantly. One in three persons (625,000 people) that were added to the region during the last decade had an income below the poverty level. At the same time, the median income of households in the highest income quintile was $120,000. This was nearly double the median income of the next highest income group ($70,000). The divide between the richest and poorest households in Southern California widened during the 1990s. Poverty levels have increased steadily over the past 30 years in the region, rising from about 10 percent in 1970 to nearly 16 percent in 2000.

METHODOLOGY

This section summarizes the methodology used to evaluate the expected impacts of implementation of the proposed 2004 RTP on population, housing, and employment and the associated effects on the physical environment.

Comparison with the No Project

The analysis of population, housing, and employment includes a comparison of the expected future conditions with the proposed Plan to the expected future conditions if no Plan were adopted. This evaluation is not included in the determination of the significance of impacts; however, it provides a meaningful perspective on the effects of the Plan.

Determination of Significance

The methodology for determining the significance of these impacts compares the existing conditions to the future Plan conditions, as required in CEQA Guidelines Section 15126.2(a).

The CEQA guidelines require “growth-inducing” impacts to be discussed. Such impacts occur when the Plan could foster economic or population growth, or remove obstacles to growth. Growth inducing impacts include changes in both the amount and distribution of growth. This section analyzes the potential growth-inducing impacts of the Plan.

Projects in the proposed Plan were reviewed to identify those that may involve right-of-way acquisition and the potential for displacement of homes and businesses. GIS was used to overlay proposed Plan highway, freight rail, and transit alignments and the associated growth projection onto 2000 aerial photography of the existing land uses for the SCAG region. Each project that might require acquisition of right-of-way was reviewed to generally identify locations that had the potential for large displacement of existing homes and businesses.

The potential for community disruption was assessed by evaluation of the location of proposed projects in relation to surrounding land uses and community development. Highway and transit extensions and major interchange projects were assumed to have a higher potential than other projects to disrupt or divide existing communities as they would involve the creation of new roadways or transitways. Highway widening and other projects along established transportation rights-of-way were assumed to have a lower potential to divide or disrupt existing communities and neighborhoods.

These evaluations are based on general descriptions of projects in the proposed Plan and are regional and programmatic in nature. This section is intended to serve as a resource to local jurisdictions in the preparation of project specific environmental documentation and any necessary mitigation measures.

SIGNIFICANCE CRITERIA

The proposed Plan would have a significant impact if implementation would:

- Induce substantial population growth to areas of the region;
- Require the acquisition of rights-of way, which displace a substantial number of existing businesses or homes;
- Separate residences from community facilities and services, restrict access to commercial or residential areas, or eliminate community amenities.

IMPACTS AND MITIGATION MEASURES

Implementation of the 2004 RTP would affect population, households, and employment. Expected significant impacts include substantial induced population growth in areas of the region, right-of-way acquisitions that will displace a substantial number of existing businesses or homes, separation of residences from community facilities and services, and a cumulatively considerable impact on vacant natural land.

Both short-term construction related impacts and long-term or permanent displacement or offsite impacts from new facilities would occur as a result of implementation of the Plan. Indirect impacts due to the changes in growth distribution expected to occur due to the Plan's transportation investments and transportation and land use policies are also identified.

All mitigation measures shall be included in project-level analysis as appropriate. The lead agency for each individual project in the Plan shall be responsible for ensuring adherence to the

mitigation measures prior to construction. SCAG shall be provided with documentation of compliance with mitigation measures through its Intergovernmental Review Process.

Impact 3.2-1: Implementation of the 2004 RTP would facilitate substantial population growth to certain vacant areas of the region.

The CEQA statute and CEQA guidelines require "growth-inducing" impacts to be identified. Such impacts occur when the Plan could foster economic or population growth or remove obstacles to growth. Growth inducing impacts include changes in both the amount and distribution of growth. This section analyzes the potential growth-inducing impacts of the Plan.

As discussed in Chapter 2.0 Project Description, each Alternative, including the Plan, is associated with a 2030 growth projection. This growth projection represents the expected amount and distribution of people, households, and jobs that would occur in 2030 if the policies and investments included in each Alternative were implemented. The population, households, and employment expected in 2030 with implementation of the proposed Plan are provided in Table 3.2-13. The data are provided by SCAG subregion in order to illustrate the effects of the Plan on population, household, and employment distribution.

Table 3.2-13: Population, Households, and Employment in the SCAG Region, by Subregion, Year 2000 and 2030 Plan and No Project

Subregion	2000 Population	2030 Plan Population	2030 No Project Population	2000 Households	2030 Plan Households	2030 No Project Households	2000 Employment	2030 Plan Employment	2030 No Project Employment
Arroyo Verdugo Cities	335,400	397,600	398,500	127,500	150,600	149,300	201,800	271,200	263,500
City of Los Angeles	3,788,800	4,413,400	4,424,600	1,295,500	1,663,000	1,648,600	1,814,300	2,265,200	2,212,900
Coachella Valley Council of Governments	354,200	715,600	715,700	123,400	258,300	252,300	138,400	265,700	248,300
Gateway Cities Council of Governments	1,983,700	2,414,700	2,392,200	569,000	686,300	674,000	805,800	1,008,800	996,000
Imperial Valley Association of Governments	147,000	269,900	269,900	39,500	83,700	83,700	55,400	111,100	110,100
Las Virgenes Malibu Council of Governments	83,500	133,400	135,300	29,900	46,000	46,100	44,900	58,300	57,900
North Los Angeles County	512,400	1,215,100	1,241,300	161,100	362,300	367,700	179,000	286,300	262,600
Orange County Council of Governments	2,867,200	3,552,700	3,552,700	939,700	1,151,800	1,098,500	1,514,600	1,988,900	1,921,600
San Bernardino Associated Governments	1,813,500	2,471,900	2,479,100	544,900	738,200	730,900	755,100	950,900	941,300
San Gabriel Valley Council of Governments	1,718,400	2,713,200	2,713,200	530,500	897,700	842,200	594,900	1,178,900	1,070,700
South Bay Cities Council of Governments	842,400	1,010,900	1,000,100	297,200	348,800	340,700	416,400	524,800	525,400
Ventura County	758,100	993,200	993,200	244,500	334,700	328,500	337,200	466,900	455,200
Western Riverside Council of Governments	1,205,400	2,329,700	2,329,700	386,000	808,200	792,200	388,100	856,000	804,500
Westside Cities	220,400	258,800	244,700	112,000	130,300	121,400	236,200	303,300	297,500
SCAG Region	**16,630,300**	**22,890,100**	**22,890,100**	**5,400,600**	**7,660,000**	**7,476,100**	**7,482,100**	**10,536,300**	**10,167,500**

Source: Southern California Association of Governments. (2003, October). *Draft 2004 regional transportation plan*. Los Angeles, CA: Author.

The transportation investments and urban form strategies in the proposed Plan would foster substantial economic and household growth and would remove some obstacles to growth in some areas of the region. Specifically, the improved accessibility from the Plan would help facilitate population and economic growth to areas of the region that are currently not developed. Thus, implementation of the proposed Plan would result in a significant growth inducing effect.

The indirect adverse effects of this growth on the physical environment are evaluated in the cumulative impacts section of the land use section and other applicable resource categories.

Mitigation Measures

MM 3.2-1a: SCAG shall work with its member agencies to implement growth strategies to create an urban form designed to utilize the existing transportation networks and the transportation improvements contained in the 2004 RTP, enhancing mobility and reducing land consumption.

Significance after Mitigation

The policies included in the Plan seek to direct growth in a way that is efficient for both mobility and land consumption. However, implementation of the Plan would help distribute growth to certain vacant areas of the region. Thus, the impact would remain **significant**.

Impact 3.2-2: Implementation of the 2004 RTP projects would require the acquisition of rights-of-way that displace a substantial number of existing homes and businesses.

Development of highway, arterial and transit projects proposed under the 2004 RTP would result in the disturbance and/or loss of land currently used for residential or business purposes. SCAG's GIS was used to analyze where major freeway, rail, and transit projects in the 2004 RTP intersect areas used for residential or business purposes. A 150-foot potential impact zone was drawn around the freeway, rail, and transit projects in the 2004 RTP to compute the number of acres that could potentially be affected by the construction and operation of projects in the 2004 RTP. Table 3.2-14 shows the current residential and business land uses that are located within 150 feet of either side of the RTP freeway, transit or freight rail projects.

Table 3.2-14: Residential and Business Land Uses within 150-Foot Radius of 2004 RTP Freeway, Transit, and Freight Rail Projects

Land Use	Acres
Low Density Residential	11,900
Medium to High Density Residential	5,900
Rural Residential	900
Commercial	8,000
Extraction	400
Industrial	6,000

Source: SCAG GIS Analysis, 2003.

In addition, the 2004 RTP includes arterial investments, goods movement capacity enhancements, and the Maglev system, which were not included in the GIS analysis summarized above. The alignments of these improvements have not been developed to the point that they can be reliably overlaid onto land use maps using GIS. However, these projects would potentially cause additional adverse effects on the displacement of homes and businesses. In total, the 2004 RTP includes approximately 3,300 new arterial lane miles that would potentially displace homes and businesses in the region.

One strategy being explored in the2004 RTP is the concept of dedicated facilities to accommodate truck traffic. This system would comprise upwards of 140 center-line miles of dedicated facilities along alignments extending from the San Pedro Bay ports, through the East-West Corridor, and out to strategic distribution points northeast or southwest of the urbanized areas. These facilities, depending on the alignment, potentially would traverse through lands currently used for residential and business purposes. The final alignment likely would be

adjacent to or concurrent with existing alignments, thus the adverse effects on displacing homes and businesses would be minimized.

The proposed Maglev system would be located in Los Angeles, Orange, Riverside and San Bernardino Counties. The initial operating segment would be between West Los Angeles and Ontario International Airport. Future segments would extend the Maglev system to Los Angeles International Airport, Palmdale Airport, March Inland Port, and Irvine by way of Long Beach and John Wayne Airport. Another line would connect Anaheim with Los Angeles Union Station.[2] In total, the proposed Maglev route in 2030 would be approximately 275 miles, which potentially would traverse through lands used for residential and business purposes. The final alignment is expected to follow existing transportation right-of-way, thus minimizing adverse effects on homes and businesses. Furthermore, the Maglev system runs on an elevated track that potentially would displace homes or businesses. The Maglev system would have approximately fourteen stations and would also require land for maintenance and power generation. The location of the stations and other facilities associated with operating the Maglev system potentially would displace homes or businesses.

Additional residential and business lands would be affected by the growth associated with the 2004 RTP. The effect of growth and urban development on agricultural lands is addressed in the Cumulative Impacts section of this chapter.

Displacement of existing homes and businesses would be a significant effect of the 2004 RTP.

Mitigation Measures

Mitigation measures **MM 3.1-3a through MM 3.1-3d** would be applied to mitigate this impact in addition to the following measures.

MM 3.2-2a: For projects with the potential to displace homes and/or businesses, project implementation agencies shall evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. An iterative design and impact analysis would help where impacts to homes or businesses are involved. Potential impacts shall be minimized to the extent feasible. If possible, existing rights-of-way should be used.

MM 3.2-2b: Project implementation agencies shall identify businesses and residences to be displaced. As required by law, relocation assistance shall be provided to displaced residents and businesses, in accordance with the federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act, as well as any applicable City, County, and Port policies.

2 SCAG has completed several studies on different segments of the Maglev system. They are available at the SCAG website: http://www.scag.ca.gov/maglev/.

MM 3.2-2c: Project implementation agencies shall develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.

Significance after Mitigation

Not all of the projects in the 2004 RTP will be able to be built in existing rights-of-way. A substantial number of businesses and residences likely would be displaced through the development of projects in the 2004 RTP. The impact would remain **significant**.

Impact 3.2-3: The 2004 RTP has the potential to disrupt or divide a community by separating community facilities, restricting community access, and eliminating community amenities.

New transportation facilities or expansion of existing facilities could contribute to changes to community character in many areas of the region. A widened roadway could be perceived as too great a distance to cross by a pedestrian and thus divide a community. An elevated grade crossing may create a physical barrier in some locations. New transportation corridors may traverse community open space, thus eliminating a community amenity (see Land Use Section 3.1 for further discussion of open space). SCAG's GIS was used to analyze where major freeway, rail, and transit projects in the 2004 RTP intersect areas used as open space or public facility (school, university, hospital, etc). A 150-foot potential impact zone was drawn around the freeway, rail, and transit projects in the 2004 RTP to compute the number of acres potentially affected by the major projects in the 2004 RTP. The analysis shows that 1,400 acres of open space and 2,300 acres of public facilities would be located within the 150-foot radius of the freeway, transit, and freight rail projects included in the 2004 RTP.

The addition of new lanes to existing interstate routes has the potential of further dividing communities. As these routes have overcrossings or undercrossings only at select intervals, the widening of the routes would consequently widen the overpass or underpass. As the overpass or underpass is widened, it creates a real or perceived barrier to pedestrians, bicyclists, and motorists. The additional width may be seen as too great a distance to traverse and thus limit community access. In addition, new traffic signals required for the roadway improvements could impede the flow of traffic on the local roadway, thus disrupting community access.

Railroad grade crossing improvements generally improve community mobility and accessibility through the elimination of traffic backups during rail crossings. They also provide better access for emergency vehicles to the entire community.

In addition, the 2004 RTP includes arterial investments, goods movement capacity enhancements, and the Maglev system, which were not included in the GIS analysis summarized above. The alignments of these improvements have not been developed to the point that they can be reliably overlaid onto existing land use data using GIS. However, these projects would

potentially cause additional adverse effects that disrupt or divide communities. See Impact 3.2-2 for a further discussion of these RTP elements.

Additional communities would be affected by the growth associated with the 2004 RTP. The effect of growth and urban development on communities is addressed in the Cumulative Impacts section of this chapter.

Disruption or division of existing communities would be a significant effect of the 2004 RTP.

Mitigation Measures

Mitigation measures **MM 3.1-3a through MM 3.1-3d** would be applied to mitigate this impact in addition to the following measures.

MM 3.2-3a: Project implementation agencies shall design new transportation facilities that consider access to existing community facilities, as feasible. During the design phase of the project, community amenities and facilities shall be identified and considered in the design of the project.

MM 3.2-3b: Project implementation agencies shall design roadway improvements that minimize barriers to pedestrians and bicyclists, as feasible. During the design phase, pedestrian and bicycle routes shall be determined that permit connections to nearby community facilities.

Significance after Mitigation

The 2004 RTP proposes projects that have the potential to disrupt or divide communities and, considering the scale and number of these projects, impacts cannot be mitigated to a less than significant level. The impact would remain **significant**.

Cumulative Impacts

A cumulative impact consists of an impact that is created as a result of the combination of the 2004 RTP together with other projects causing related impacts. The urban development and growth that would be supported by the transportation investments in the 2004 RTP would have the following additional cumulative impacts on population, households, and employment.

Cumulative Impact 3.2-4: Urbanization in the SCAG region will increase substantially by 2030. The 2004 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2004 RTP's influence on growth contributes to regional cumulatively considerable impacts to currently vacant natural land.

Implementation of the 2004 RTP in combination with increases in population, households, and employment and other land consumption would be expected to consume 500,000 to 700,000

acres of vacant land.[3] Vacant land would be consumed in all six counties. The accessibility gained by improving mobility to vacant areas of the region through implementation of the 2004 RTP would contribute to this cumulatively considerable impact.

Mitigation Measures

Mitigation measure **MM 3.1-3a through MM 3.1-3d** and **3.2-1a** would be applied to mitigate this impact in addition to the following measure.

MM 3.2-4a: SCAG's Growth Visioning program and the forthcoming Regional Growth Vision shall be used to work toward building a consensus in the region to support changes in land use to accommodate future population growth while maintaining the quality of life in the region.

Significance after Mitigation

The accessibility afforded by the 2004 RTP, and the expected shifts in population, households, and employment associated with the mobility benefits would change the growth patterns in the region. The impact would remain **significant**.

Comparison with the No Project

Given the location of the region, its mild climate and existing population trends, growth in the region is inevitable. In the No Project alternative, the population of the SCAG region grows by approximately 6 million people, but no regional transportation investments are made above the existing programmed projects.

Direct Impacts

The No Project Alternative has fewer households, employment, and transportation projects than the Plan Alternative. It also does not have growth strategies that affect the growth distribution. The impact of induced population growth would be less than under the Plan Alternative. The No Project Alternative contains fewer transportation investments than the Plan Alternative. Subsequently, there are fewer places where businesses and homes would be displaced and fewer places where communities would be disrupted. The GIS analysis of existing land use data shows that the freeway, transit, and freight rail projects in the No Project Alternative would occur within 150 feet of 5,300 acres of business land uses (commercial, industrial, and extraction land uses) and 2,800 acres of residential land uses (rural, low, and medium to high density housing land uses). For the Plan Alternative, 18,100 acres of business land uses and 8,100 acres of residential land uses would be affected by transportation projects.

The Plan Alternative impacts would be greater than the No Project Alternative impacts for Impacts 3.2-1, 3.2-2, and 3.2-3.

[3] Fregonese Calthorpe Associates. (2003). Unpublished data provided to SCAG. Los Angeles, CA.

Indirect Impacts

The No Project Alternative is expected to accommodate the same increase in total population as the proposed Plan. However, the Plan includes land use measures that would help reduce the displacement, disruption, or division of existing communities. These mitigating measures are absent in the No Project Alternative. The proposed Plan also includes additional transportation improvements that facilitate access to currently vacant lands that would be less accessible with the No Project Alternative. This improved accessibility under the Plan would help facilitate population and economic growth in areas of the region that are currently not developed. Furthermore, the proposed Plan includes additional households and jobs associated with the economic benefits of implementing the Plan that would consume vacant land. Due to these competing factors, it is expected that the No Project Alternative and the Plan Alternative would consume similar acreage of currently vacant natural land.

The No Project Alternative's cumulative impacts to population, households, and employment would be similar to those of the Plan Alternative.

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